

Buckeye Flyer



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Maj. William Gorczynski, 89th Airlift Squadron pilot, is at the controls flying the wing's heaviest load transporting the Advance SEAL Delivery System (ASDS), a type of Navy submarine pictured above, from McChord AFB, Wash., to Hickam AFB, Hawaii. Bottom right: 89th AS Loadmasters Airman Phillip Lemaster, Tech. Sgt. Brian Herriott, Senior Airmen Bryant Fox and Travis Egger prepare the winch for the heavy cargo. (U.S. Air Force photos/Mary Allen)

Tipping the scales for the wing's heaviest move

By Mary Allen
445th Public Affairs

The 445th Airlift Wing aircrew took off on a C-5 aircraft for a first time heavy duty cargo mission to transport the Advance SEAL Delivery System (ASDS), a type of Navy submarine, Dec. 11.

"This will be the most interesting thing I have ever hauled, it's usually pallets," Capt. Adam Fink, 89th Airlift Squadron pilot said. The mission is to fly into Travis AFB, Calif., to pick up some heavy duty winches then off to McChord AFB, Wash., to

receive the submarine, then to Hickam AFB, Hawaii, to deliver the submarine to its final destination, Pearl Harbor.

It's been a long day for the aircrew, arriving at McChord AFB, Wash., early in the morning. As the C-5 visor opens and the ramp lowers, the sight of a Navy semi-truck in the cold and rain approaches. The sub was on the semi-trailer looking too long to fit inside of an airplane. Six loadmasters from the wing waited anxiously. "This is the biggest load I've ever hauled," Master Sgt. Dennis Lott, a loadmaster

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Your spiritual fitness

By Chaplain Maj. Kenneth Brown
445th Protestant Chaplain

Greetings! I am Chaplain, Maj. Kenneth Brown, the newest addition to the chaplain staff of the 445th.

In 2005, Hurricane Katrina ravaged the Gulf coastline leaving thousands homeless, jobless, and hopeless. My observation from this catastrophe is that tragedy amplifies the character and values a person already possesses. Disaster does not change a person of good character into one of bad character, nor does it change a person of bad character into one of good character. Scriptures say, *"A healthy tree does not bear bad fruit, nor does a poor tree bear good fruit. A good person brings good out of the treasure of good things in his heart; a bad person brings bad out of his treasure of bad things. (Luke 6:43,45)"*

As Airmen, one of our responsibilities is to display integrity and moral character, which is cultivated over time. When difficulties arise, the content of our character is revealed and so is our spiritual fitness.

Spiritual fitness should be cultivated consistently in our lives, not added on as an afterthought when we discover it's a necessity. In a deployed location, we do not suddenly change who we are or what we do. Our deployment amplifies our preparation. This extends to our spiritual fitness as well. If we are spiritually unfit and have failed to cultivate integrity, a lack of moral character will affect us and in our ability to perform our tasks necessary to enhance the mission.

The chaplain's office is available for you and to assist you in your spiritual fitness. We are available for counseling, prayer and other services. We invite you to our worship held each UTA Saturday at 3:00 in the headquarters chapel. God bless you.

We are ready for the ORI

By Lt. Col. Donald Wren
445th Logistics Readiness Squadron

Fifteen months ago the first plans were sketched out for how this wing would prepare for the ORI. February 2008 seemed so far away.

Now, it's the final countdown, and we're in the home stretch. We've planned and prepared diligently for 12 months. Beginning in January 2007 you were asked to brave the cold and begin the first of six home station exercises. Execution was not problem free, but we kept a positive attitude and didn't give up. Home station exercises led to a fly away to Volk Field, Wis., where we proved our capabilities.

Two months later at the Gulfport Operational Readiness Exercise we showed 4th AF that we were ready for the AMC IG. There we blended three outstanding wings into one – the 802 AEW. This is the heart and soul of our ORI success. NOW we are, all of us, ready.

On Feb. 3, the AMC IG team will arrive at WPAFB. We have one opportunity to make that all important "first impression". Let's make the most of it. The ORI will kick-off with a recall beginning the Initial Response Phase. Everyone needs to show up looking SHARP! The entire wing will be graded on our ability to respond and deploy selected UTCs.

Approximately 330 folks will deploy and be graded on readiness, job performance and ATSO. Everyone else in the wing will be graded at home station on the support we provide to our mobility taskings, our attitude and sense of urgency, and our ability to do it all safely. Your

role is important whether you are deploying or supporting from home station. Come prepared to work hard, bring your best "can do" attitude with you, and think SAFETY at all times. You know how to do your jobs and your choice of attitude is easy; SAFETY is a little harder, it requires the application of conscientious effort. Take a minute to think about these small, yet effective efforts that each of you can make to contribute to our success – drive the speed limit wearing your seat belt, wear appropriate personal protective equipment, remove jewelry when working on the flightline, use appropriate spotters when backing or maneuvering vehicles close to aircraft, and do not forget your DISCO belt; wear it all day, everyday, for the entire week! And, if you see someone not applying the appropriate conscientious safety effort, pull out your positive attitude and remind them of what they should be doing.

Everyone should have their Airman's Manual on them at all times – EVERYONE. The good news is that the ORI is really an open book test. Make sure you have the book and that it is tabbed for easy reference. Finally, remember WUSWAF!

Recently, I observed an ORI at Gulfport. Clearly the difference between the SATISFACTORY the wings received and the OUTSTANDING that eluded them was Work/Rest cycles, Urgency, Safety, Wingman, Awareness, and the singing Fat Lady. We have worked long and hard for over 12 months to ready ourselves for these seven days in February. We're ready.

Buckeye Flyer 445th Airlift Wing (Air Force Reserve Command)

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Master Sgt. Bryan Ayers and Master Sgt. Gonzalo Ramos, 89th Airlift Squadron Flight Engineers, communicate during the flight transporting two Marine CH 53 helicopters, pictured right, from Oahu, Hawaii. (U.S. Air Force photos/Mary Allen)



Wing's heaviest move

Continued from cover

with the 89th Airlift Squadron said. This is his last flight as well as he will retire soon.

Weighing in at 55 tons and measuring 65 feet long the ASDS is designed to transport Navy SEALs. With the semi-truck and trailer plus the ASDS the load tips the scales at 198,000 pounds.

The host platform for this battery-powered submarine is a nuclear powered submarine, either an SSN or one of the newer SSGNs. "The ASDS is designed to be transported to and from a submarine base via C-5 where it is installed on the back of the larger host submarine. The host then transports the ASDS to an area of interest where the ASDS will launch and operate independently before returning to the host platform," Cmdr. Curt Leyshon, SEAL Delivery Vehicle Team One said.

As the semi-truck creeps up the ramp the loadmasters hook chains to the load and winch it into the cargo department, eyeing it as it approaches the top of the C-5. It was inches away from the top, but it slid in with no problem, with plenty of clearance on the sides. "It took us only one try to load it," Master Sgt. John Wesley said with 22 years of experience. The size and weight of the cargo was impressive and not having any problems came with experience. The Navy commander was happy with the outcome. "The load itself went very, very, well comparing it with some of the more recent evolutions," Commander Leyshon said.

Taking off with a heavy duty load close to the maximum takeoff weight comes with a lot of planning for the pilots. "Taxiing up to the runway will be pretty tough," Captain Fink said.

"Nobody in this unit, especially young kids, has actually taxied an aircraft heavier than 650,000 pounds. They have never done it before. Most of the older guys in the unit have never done it before," Lt. Col. David Deluca, 89th Airlift Squadron pilot said.

"It's amazing a C-5 can hold more fuel than the C-141 could in maximum gross weight. So when you taxi the airplane that is 760,000 pounds, which is 12,000 pounds less than maximum ramp weight, the plane is unbelievable. The break out power, the power you need to take the aircraft from a stop to a movement, is extensive," Colonel Deluca said.

"The planning was immense, taking in consideration the gross weight, pressure, temperature, altitude, precipitation, deicing, which may reduce your power for take off thrusts," Colonel Deluca said. Step by step through the planning process from the air traffic controllers to the flight engineers was extensive.

"The climb was unbelievable; we couldn't meet the required air traffic control climb gradient requirements so a waiver was granted for departure because of the gross weight," Colonel Deluca said. Maj. William Gorczynski, 89th Airlift Squadron pilot, did a great job on the takeoff, the colonel said.

Once at Hickam AFB, Hawaii, the loadmaster's off loaded the submarine. After tipping the scales with this heavy duty load, it was nice to lose a few pounds, cargo pounds that is.

After completing the mission with the submarine, the aircrew was off again to pick-up another load, two Marine CH 53 Helicopters, then off to South Korea. From the Navy to the Marines we deliver to the total force-that is what we do, deliver.

C-5 support for Operation Enduring Freedom continues

*By Maj. Ted Theopolos
445th Public Affairs*

The 445th Airlift Wing reservists continue their support for Operation Enduring Freedom. On a recent flight to Germany Dec. 8, 2007 the aircrew transported equipment and supplies. This was the 33rd mission to Germany in support of Operation Enduring Freedom. Since the beginning of the year the wing has transported more than 15 million tons. Good statistics for a wing that is still in conversation status.

About 75 minutes after leaving the base, the C-5 landed at Dover Air Force Base, Del., to take on cargo before going overseas. A 60K-Tunner Material Loader, commonly called a K-loader, showed with pallets at the aircraft. Pallet after pallet was loaded until the aircraft was full. Twenty-eight pallets and two rolling stock were loaded. Cargo included two jet engines, medical supplies, fire extinguishers, lithium batteries and a host of flammable liquids.

One piece of equipment was on daisy-chained pallets and was too tall to load from the rear of the aircraft. Loadmaster Senior Airman Danielle Kremer halted the loading after she found out the size of the container was 121 inches high while the aircraft opening is only 108 inches. With quick thinking, loadmasters knelt the aircraft and raised the visor. The vertical floor was moved horizontally to become level with the aircraft floor that extended out the front of the aircraft. Loadmasters secured four jacks under the extended floor to support the heavy cargo to be loaded.

The C-5 and crew were soon on their way to Germany, flying all night, and arriving the next day at Ramstein Air Base after 1200 in the afternoon. A work rest cycle was established. While all stations were manned, others took a cat nap or read something they brought along. Rest is their main priority before it's their turn to man their positions. The reason for the late arrival was quiet hours in Germany. No aircraft can land at the base before noon on Sunday.

After being parked, loadmasters prepared the aircraft to be unloaded and then jumped on the



Pallet after pallet was loaded until the C-5 aircraft was full at Dover Air Force Base, Del. Cargo included two jet engines, medical supplies, fire extinguishers, lithium batteries and a host of flammable liquids. (U.S. Air Force photo/Maj. Ted Theopolos)

bus with the pilots and engineers and traveled to the Air Mobility Control Center (AMCC) to plan for the next day's departure.

Because of a special event on the base, there was no billeting available. By the time the crew arrived at their hotel, there was only a little more than 12 hours before the 3:30 a.m. alert. With such little down time, most grabbed dinner and hit the hay.

The next morning the crew was alerted and the owner of the hotel got up early to prepare the crew breakfast before climbing on the bus to travel back to the base to prepare for the long flight back to the states. The crew thanked the owner for the hot meal as they left and she headed back to bed.

The load going back to the states was not large at all, but was more important than any other. It wasn't the rockets or ammunition the crew was flying back, but a fallen U.S. Army soldier from the battle against terrorism. A casket draped with the American flag was carefully placed on the aircraft. All gathered around and looked at the well lit carrier. "Humbling," said one of the loadmasters.

"There is no higher honor given to an aircrew than the opportunity to fly home a fallen soldier," said pilot Capt. Michael Bennett. "Those flights are the most memorable"

After the pilots arrived at the aircraft from AMCC, the flight was soon on its way. Pilots flew the aircraft at 265 knots per hour at an altitude of 31,000 feet. At that altitude, the sun's brightness seems to go on forever. The clouds below look like white cotton balls clumped together. The large vastness of the open sky could easily get one lost without the pilots keeping a keen eye on the instruments and tweaking the heading every now and then.

Flight Engineer Master Sgt. Jon Winters monitored his engineer panel, which had more gauges and knobs and than a two-year old's busy box. Every hour on the hour the sergeant passed forms to the pilots for their review.

"They're fuel forms to inform the pilots of how much fuel was used and how much was left," said Sergeant Winters.

Although the pilots have radar to warn of other aircraft in the vicinity, pilots scan the skies like a lighthouse beacon, always looking. This became more prevalent as the aircraft approached the eastern seaboard where more aircraft traffic picks up.

After a 9 hour 40 minute flight, the C-5 touched down at Dover AFB for the second time on the trip.

The cargo was swiftly taken off leaving only the fallen soldier. The crew formed up at the back of the aircraft to participate in a ceremony. The crew saluted the draped casket as it was carried off the aircraft. They saluted again after a prayer and words about the soldier mentioned by an Army Brigadier General.

It's not about the cargo, it's not about us (the crew), bringing home one fallen soldier to his family brings my life into a much clearer perspective," said pilot Lt. Col. Philip Pierce.

After the ceremony and the pilots filing a flight plan at base

operations, the crew and aircraft was soon off. At approximately 6:15 p.m., the crew was back to Wright-Patt completing a three-

day mission that covered 7,418 nautical miles, transported 83,954 lbs., of cargo and returned one fallen soldier.



89th Airlift Squadron loadmasters and Dover Air Force Base, Del., aerial porters load one of two jet engines onto the C-5 aircraft bound for Ramstein Air Base, Germany. (U.S. Air Force photos/Maj. Ted Theopolos)



Staff Sgt. Benjamin Fryman, 89th Airlift Squadron loadmaster, examines the cargo inside the C-5 at Dover Air Force Base, Del., Dec. 8. Twenty-eight pallets and two rolling stock were loaded.



89th Airlift Squadron Loadmaster Senior Airman Danielle Kremer secures a jack to help support the extended floor on the C-5 before heavy equipment was loaded at Dover Air Force Base, Del.

Reserve Command Recruiting Service seeks applicants

The Air Force Reserve Command Recruiting Service is now seeking applicants to fill recruiting positions in locations across the globe.



In addition to finding qualified applicants for careers in the Air Force Reserve, a recruiter interacts with the community and serves as a representative of the Reserve 24 hour a day.

"We're always looking for enthusiastic, qualified people. If you are motivated to excel, perform above the status quo, and are physically and morally fit this could be the career move you've been looking for," said Chief Master Sgt. Dave Schoch, chief of the AFRC Recruiting Service training branch.

The application process begins with a face-to-face interview with the local senior recruiter. "If you meet the qualifications you will be asked to complete a packet, to include a current physical," Chief Schoch said. "The packet will be sent to our headquarters at Robins Air Force Base, Ga., to the recruiter selection board for evaluation."

If selected, applicants attend an evaluation and selection course at the recruiting service headquarters here. Applicants are evaluated on "potential to become a successful recruiter. The course is five-days long designed to introduce prospective candidates to reserve recruiting. During this course, candidates will undergo an open-ranks inspection, participate in physical training, give speeches, and complete memorization work. Challenges are progressive. The top candidates are afforded the opportunity to attend the recruiter class.

The recruiting course at Lackland AFB, Texas, is

six-weeks long.

"This is one of the most challenging technical schools in the Air Force. These six weeks will prepare you to be a mission-ready recruiter," said Senior Master Sgt. Barry Kowald, an instructor at the school. "Standards here are high."

Instruction includes Air Force Reserve benefits and entitlements, program selection criteria, advertising, and promotion, community relations, speech, and salesmanship. Course emphasis is on student performance and practical application.

Tech. Sgt. James Dock, a reserve recruiter at Tampa, Fla., said he understands the importance of his job.

"As a recruiter you will help others make decisions that will affect them the rest of their lives," Sergeant Dock said. "We're the gateway to an amazing future as Citizen Airmen."

He's been a recruiter for two and half years, and formerly served as a medical administrator at MacDill AFB, Fla. He said there's been no more fulfilling job than the one he's had as a recruiter.

"As recruiter, it gives me an opportunity to provide people some guidance in their lives and help them reach a lifelong goal," he added.

An initial recruiting tour of extended active duty can last up to four years. Tour extensions are reserved for those who "meet or exceed the highest standards of conduct, demeanor, appearance, integrity, production, and acceptance of responsibility," according to Chief Schoch.

For more, contact the local Air Force Reserve recruiter or senior recruiter in your area, or call MSgt Briana Ontiveros, the training NCO at the headquarters, at DSN 497-0630 or commercial (478) 327-0630.

Governor Strickland signs law to exempt military pensions from Ohio income tax

On March 18, 2008 a new Ohio law will become effective that will exempt military pensions from state income tax. Gov. Ted Strickland signed the bill into law in Fairborn, Ohio, the town that hosts Wright-Patterson AFB on Dec. 20, 2007.

With an estimated 26,000 retired military in a one-hour

drive of Wright-Patt, this legislation will have a significant impact on the Dayton region's business community and retirees while encouraging more retired military to stay and work in Ohio.

In addition to enacting the tax cut, the legislation eliminates probate fees from the estates of armed forces members who died

while serving in combat zones and allows Reservists and National Guard members to renew their professional licenses within six months after active duty service.



Promotions

Congratulations to the following reservists recently promoted to the rank indicated.



Airman

Andrew Dixon, 445 AMXS
Phillip Lett, 445 AMXS
Christopher Misback, 445 OSS



Senior Airman

Kimberly Beaudoin, 445 AES
Vincent Gibson, 445 OSS



Staff Sergeant

Heather Hayes, 87 APS
Anne Marriott, 445 AMDS
Jimmy Montalvo, Jr., 445 ASTS
Sara Morgan, 445 ASTS
Bryan Reed, 87 AS
Jeffrey Sanders, 445 AMXS



Technical Sergeant

Justin Brothers, 89 AS
Joy Kinser, 445 CES
Nichole Mardis, 445 MXS



Master Sergeant

Steven Ellis, 445 MXS
Gregory Kern, 445 MXS
Ronald McCarren, 445 MXS
Mark O'Connell, 445 AMDS

Awards

Congratulations to the following 445 AW members who recently earned an award.

Meritorious Service Medal

Lt Col Dan Bratka, 445 MSG
Capt Richard Priddy, 445 AMDS
SMSgt John Frederick, 445 CES
SMSgt Aileen Richey, 445 AMDS
MSgt Sean Baumgartner, 89 AS
MSgt Franklin Hicks, 445 MOF
MSgt Michael Lederer, 445 CES
MSgt Elvis Shepherd, 445 CES

MSgt Matthew Thompson, 445 MOF

TSgt Raymond Ahrman, 445 LRS
TSgt James Barnes, 445 SFS
TSgt David Coxson, 445 MXS

Air Force Commendation Medal

MSgt Justin McQueary, 445 AMDS
TSgt Charles Snyder, 445 MXS

Air Force Achievement Medal

TSgt Claude Dinkel, 445 MOF

Newcomers

Welcome to the following reservists, recently assigned to the 445th AW:

Capt Robin Kenny, 445 AES
SMSgt Tayna Richards, 445 AMXS
TSgt Michael Bagwell, 87 APS
TSgt Eric Hobbs, 445 AMXS
TSgt Ryan Lamarr, 445 SFS
TSgt Christian Loftus, 445 AMDS
TSgt Gigi McElwain, 445 AES
TSgt Stephanie Strickland, 445 AES
SSgt Chad Cox, 445 CES
SSgt Angela Flores, 445 AMDS
SSgt Sonny Hernandez, 445 SFS

SSgt Channa Johnson, 445 MSF
SSgt Antoinn Kidd, 445 LRS
SSgt Angel Roberts, 445 MSF
SSgt Ryan Roberts, 445 SFS
SSgt Christopher Rogers, 445 AMDS

SSgt John Teevan, 87 APS
SSgt Ricky Williams, 445 MXS
SSgt Terrence Wilson, 445 AMDS
SrA Emily Aldrich, 445 OSS
SrA Philip Gardner, 445 AMDS
SrA Katrina Geatches, 445 AMDS
SrA Ryan Lucas, 445 LRS
SrA Christopher Gunnoe, 445 CF
SrA Jason Plummer, 445 AMXS
SrA Jennifer Reckner, 445 AMDS
SrA Rebecca Rogers, 445 ASTS
SrA Dustin Rose, 445 CES
SrA Curtis Schuman, 445 SFS
SrA Cory Tompkins, 445 ASTS
SrA Rufus Vaughn, 87 APS
A1C Kelly Burns, 445 CES
A1C Stacie Crawford, 445 SFS
A1C James Mellencamp, 87 APS
A1C Korey Smithward, 445 MXS
A1C Jonathan Teruel, 445 MXS
AB Andrew Dixon, 445 AMXS
AB Andrea Racke, 445 ASTS

Scholarships for military children application deadline nears

Applications for the 2008 Scholarships for Military Children Program must be turned in to a commissary by close of business Feb. 20.

Scholarship applications are available in commissaries worldwide or online through at <http://www.commissaries.com/> and directly at <http://www.militaryscholar.org/>, where they can be filled out on the computer and printed, or printed and filled out by hand.

At least one scholarship will be awarded at every commissary location with qualified applicants.

The scholarship program is open to unmarried children under the age of 21 (23 if enrolled in school) of active-duty, Reserve, Guard and retired military personnel. Eligibility

will be determined using the Defense Enrollment Eligibility Reporting System database. Applicants should ensure that they, as well as their sponsor, are currently enrolled in the DEERS database and that they have a current ID card. All applicants must be U.S. citizens.

The applicant must be planning to attend, or already attending, an accredited college or university full-time in the fall term of 2008. Students at community or junior colleges must be enrolled in a program of studies designed to transfer directly into a four-year program.

"Applications must be in the store by close of business Feb. 20," said Edna Hoogewind, the Defense Commissary Agency scholarship program liaison, "either by hand or mail."

News Briefs

New feature for 445th website

Have you bookmarked the 445th Airlift Wing's public webpage yet (<http://www.445aw.afrc.af.mil/>)? We have just added a new feature for our website to make it easier for you to keep up to date on the exciting news happening throughout the wing! You can now subscribe to receive an email alert when there is new content added.



You will be up to date at all times with this new feature. We encourage you to subscribe not only from your work email, but also from your home email address. This will allow your family and friends to see the website and be informed on what is going on in the 445th. The website is a public site that can be viewed from anywhere! To subscribe, visit the 445th website and click on the link in the right column.

(When you click on the link, an email will pop up. Just click send to subscribe for email notification when the 445th Airlift Wing website is updated with new content. Subscribe to receive email notification at work and/or home. To receive notification at home, please subscribe from your home email address.)

Please contact the Public Affairs Office at 257-5784 if you have any questions.



Feb. 18, 2008

Reservist's annual check-up



Tech. Sgt. LeTroy Mays, 445th Aerospace Medicine Squadron, gives the tuberculosis skin test to reservist during annual physicals at the base clinic Jan. 12, 2008. (U.S. Air Force photos/Tech. Sgt. Charlie Miller)



Above, Staff Sgt. Tammy Lakes, 445th Aerospace Medicine Squadron, conducts a hearing test on Airman Nathan Brown, 445th Civil Engineer Squadron. Left, Master Sgt. Larry Unger, a loadmaster with the 89th Airlift Squadron, receives the tuberculosis skin test during his annual physical from Staff Sgt. Belinda Tennyson, 445th Aerospace Medicine Squadron, at the base clinic.



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